

30 JAN 1959

MEMORANDUM FOR: Deputy Director (Intelligence)

THROUGH : Assistant Director, Research and Reports

Noted By AD/RR

FROM : [REDACTED] 25X1A9a

SUBJECT : Report on Overseas TDY to the Far East and Southeast Asia,
from 14 October 1958 to 20 December 19581. Purpose of Travel

The purpose of this TDY was twofold: 1) Attend the Second United Nations Regional Conference on Cartography for Asia and the Far East, and 2) an area familiarization tour of countries in the Far East and Southeast Asia which fall within the scope of my normal duty assignment.

2. Activities and Findings

a. Second Regional United Nations Conference on Cartography for Asia and the Far East. The Conference was in session from 20 October to 1 November. In addition to attending most of the sessions of the Conference I participated in the work of Committee III and Committee IV as they were concerned with aspects of cartography with which I am familiar. Assistance was also rendered to the Assistant Chairman of the United States Delegation as he requested it.

It was found that there is a real desire among the countries of Asia and the Far East, as represented at this Conference, for effective, locally initiated and administered cooperation in cartographic programs. It was recognized, however, that the more highly developed countries of the world would have to be called on for assistance, both technical and financial. The details of the work of the Conference are contained in the Official Report of the United States Delegation which has been submitted to the Department of State.

b. Area Familiarization Travel. The period 1 November to 20 December was spent in travel through countries in the Far East and Southeast Asia and return to Washington, D. C. This travel served to broaden my knowledge of the area and to confirm those things which I had learned about it through a lengthy period of work with the area. The time spent in any one place was limited so I cannot report any real findings, only impressions. I did, however, observe and appreciate the growth and expansion taking place over the whole area as it moves vigorously onward toward a more nearly equal status with the rest of the world. Some of the things observed, and impressions gained are described in the annex to this report.

The countries visited and the dates of the visits are as follows:

Hawaii: 15 Oct.-16 Oct.
Japan : 18 Oct.- 6 Nov.
Korea : 6 Nov.- 8 Nov.

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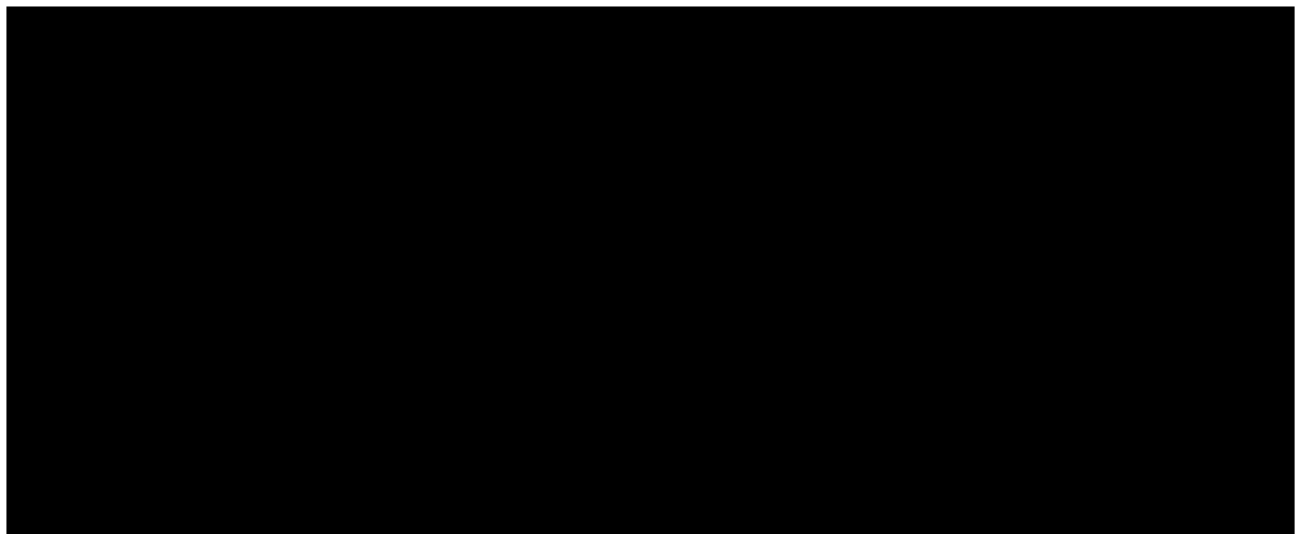
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Hong Kong	: 9 Nov.-14 Nov.
Vietnam	: 14 Nov.-18 Nov.
Thailand	: 18-19 Nov. 22 Nov.-29 Nov.
Burma	: 19 Nov.-21 Nov.
Malaya	: 29 Nov.- 2 Dec.
Singapore	: 2 Dec.- 5-Dec.
Indonesia	: 5 Dec.- 9 Dec.
The Philippines:	9 Dec.-14 Dec.
Hawaii	: 15 Dec.-16 Dec.

3. Conclusions

The length of time available for this TDY was insufficient for the development of significant conclusions or judgments. This travel, however, was of great value to me in extending my knowledge of the area and confirming many of the things I have learned about it over a period of fifteen or more years covering both formal training and work experience. I was happy to find no expression of hostility toward me either as a foreigner or as an American, nor was there any expression of an inferior attitude on the part of those residents of the area with whom I came in contact.

4. Problems and Difficulties



5. Commitments

I visited the Department of Geography at the University of Hawaii and found an interest in terrain shading such as is being done in the Cartography Division at headquarters. I agreed to send them copies of our unclassified version of the NIS Chapter I maps which will be of interest and use to them in their work. No other commitments were made.

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6. Recommendations

a. Area familiarization travel is recommended for IO (cartographers) in this Division at any time that it is practicable, especially if the officers have been on duty for an extended period of time and have had no significant personal experience in the geographic area of assigned responsibility.

b. There should be a clear understanding between the traveler and the post visited as to their relations vis-a-vis each other before arrival of the traveler. It would be most beneficial if the traveler were to supply the post with a statement of the things he would like to see, the type of people to whom he would like to talk, and the time he expects to be in the area; such statement to be supplied some time before actual arrival at the post. This would enable the post to make proper preparation for his reception and activities while in the area and should result in increased efficiency and economy of time and energy on the part of the traveler and increase the value of the travel.

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Chief, Far East Compilation Branch
Cartography Division, ORR

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ANNEX

This annex is designed to give some of the impressions gained in the various countries visited by the traveler.

1. Areas Visited

a. Japan, 18 October to 6 November 1958. During the period of the Second United Nations Regional Conference on Cartography for Asia and the Far East there was little time or opportunity for Area Familiarization as such. The weather also was a handicap as it was generally cloudy and rainy. Three evening parties and one afternoon tour of Tokyo sponsored by Japanese organizations were enjoyed. In two instances Japanese dancing and music were featured as well as various kinds of authentic Japanese food. In addition, an evening was spent as a guest of a Japanese family. A half-day trip to Yokosuka by car and train was worked in during the period of the meetings.

On the 1st of November, the last day of the Conference, a trip was undertaken which took me outside the area of Tokyo. I went by train to Otsu, Kyoto, and Osaka, thence by boat to Takamatsu on the island of Shikoku, crossing the Inland Sea. One full day was spent on Shikoku, most of it in and around Kotohira. Returning across the Inland Sea by boat, I went by train from Uno to Kobe, thence by car to Osaka and by plane back to Tokyo where this part of the trip ended on the 5th of November.

Japan presented a scene of bustling activity and growth, especially in the larger towns I visited, i.e., Tokyo, Osaka, and Kobe. The most outstanding thing to me was the new construction of buildings and facilities evident in these places. The building was not confined to replacement of war-destroyed structures but involved additional new buildings. Vehicular traffic, and pedestrian traffic was heavy in these cities, and in Tokyo it continued until late in the night. Transportation systems, especially trains, were very good, running frequently and on time, but not as clean as one might wish. There were no beggars on the streets in the towns I visited. Most people on the streets wore western clothes and only the older women appeared on the street in traditional Japanese dress with any degree of frequency. There were few, if any, hand drawn or animal drawn vehicles or pedicabs seen in these towns and this was, to me, evidence of the progress that Japan has made toward a more widespread use of machines. A Japanese merchant was very proud to show me his modern kitchen ensemble, including a metal counter and sink, wooden cabinets above the counter, running water, a flash-type gas hot-water heater, and electric refrigerator (about 3.5 cubic feet) and a washing machine that heated its own water for doing the family wash.

A steel tower is being erected in Tokyo which with its TV antenna will be thirty meters higher than the Eiffel Tower. This tower was scheduled to be opened to the public on 23 December, the Crown Prince's birthday. This will be a prominent feature of the landscape of Tokyo.

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I did not see any of the "honey dew" trucks or carts in Tokyo and I am told that much of the waste formerly collected in this manner is now collected by pump trucks and carried to disposal or treatment points.

Tokyo is said to be the largest city in the world in population and has spread so that it is claimed to have more area than any other large city.

The countryside and small towns presented a much slower-paced and more relaxed atmosphere. There was more evidence of the traditional dress, buildings were less western in their design, and there was more manual labor employed. But even here the use of machines was in evidence. Many autos and small trucks were employed in the day to day activities around the countryside. Hand-operated wheeled cultivators were seen in market gardens; one gasoline powered cultivator was seen, and mechanical devices for threshing and winnowing rice were seen. This is not to say that the older ways of doing things have disappeared but it does indicate the trend toward the use of machinery in all levels of Japanese economy, in addition to its employment in heavy industry.

One evening while in Tokyo, I witnessed a demonstration against the "police bill" which was in the Diet, and which had aroused a good deal of opposition. A crowd of possibly 2,000 persons were marching in a serpentine manner down the street near the Imperial Palace. Slogans were shouted, songs were sung, but no violence of any kind was done. Traffic was blocked for awhile but the demonstration was orderly at all times. There were red flags in the group. While the police stayed with the demonstrators and spoke to them over their loud speakers, there was no effort made to suppress the demonstration, only to guide and watch it.

b. Korea. On 6 November a trip was made to Seoul, Korea, returning to Tokyo on 8 November. This trip, while brief, gave a good view of South Korea from the air and of Seoul and its immediate vicinity from the ground. In addition to a short tour of the central part of Seoul, a jeep trip was taken to the southeast of Seoul, returning by way of Suwon and the main highway. The industry of the Korean people is evident in the degree to which Seoul has been rebuilt since the days of 1951, and especially in the presence on the streets and roads of large numbers of "jeeps" and buses, which have been produced from parts of cars left over from the military operations in the area, or contrived from what materials come to hand. Very few of the large numbers of vehicles seen on the streets come from an orthodox assembly plant but are put together in the back alleys of Korea. The mixture of modern transportation and the more traditional is

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clearly illustrated by the mixture of the often rubber-tired carts and wagons pulled by the small Mongolian horses, by oxen, and by men, with the large number of motor-driven vehicles. This, with generally western dress of the people on the streets and the western style of much of the new building in the area, tends to give an impression of evolution away from the oriental ways toward a more western mode. A note of artificiality is added, however, when one realizes that the displays of electrical appliances, radios, etc. in the shop windows, and the stocks of notions for sale by street peddlers come from the American PX in the area or are smuggled into Korea.

The countryside impresses one as being rather bleak and barren, especially at this time of year when the rice has been harvested and the natural vegetation is dry and brown. There are few trees visible in the landscape either from the ground or from the air. The only green in the scene is that of small vegetable gardens near the farmsteads or villages, and occasional remnant groups of pine trees. The people are friendly and helpful to Americans and the trip was most enjoyable even though it was very hurried. There were hand-operated winnowing machines in use on some of the threshing floors, but most of the operations noted were being carried on by the traditional trampling or flail methods and with wind as the active agent in winnowing. The impression was gained, too, that there was more use of animals and men as sources of motive power than was the case in Japan. The roads in the immediate vicinity of Seoul were dirt and quite rough in many instances.

The last thing seen in Korea and probably one of the most lingering impressions was that of the organized reception and greeting of President Rhee upon his return to Seoul from a visit with President Diem of Vietnam. The route from the center of Seoul to the airport entrance was lined all the way with at least one rank of uniformed school children who were deployed early in the day in order to present a proper welcome for the President.

c. Hong Kong. On the 9th of November I flew to Hong Kong and remained there until 14th of November. While in Hong Kong and the New Territories, I traveled around Hong Kong Island and the New Territories; rode by boat to Lan Tao, Ping Chau, and Cheung; also Chau (islands) to the west of Hong Kong, and spent some time in the streets and lanes of the colony. Private tour agencies and drivers were used in accomplishing this travel.

Hong Kong presents a series of distinct contrasts within a rather limited area; western urban vs oriental rural, industry mixed with traditional oriental agriculture and fishing, wealth vs poverty, extreme crowding vs almost sparsely occupied area, the extreme disproportion of Chinese to other races, and the airplane vs the balance pole. The feature that impressed me as being most significant was the rapid pace at which industry is being developed and the extent to which it is being located

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in the New Territories where it will come under Communist China's control with the expiration of the lease on this area or sooner.

d. Vietnam. On 14 November I flew to Saigon. On the 15th, after taking a routine tour of the city, an overnight trip was taken to the beach town of Long Hai about seventy miles away. Return to Saigon was on the afternoon of the 16th of November. Departure from Saigon was delayed twenty-four hours by mechanical trouble with the aircraft, so departure for Rangoon via Bangkok was on the 18th of November.

Saigon, as I saw it, was an attractive city with clean, tree-lined streets, many attractive buildings and some wide boulevards. There was an absence of the crowding and bustle, and industry that was most noticeable, especially after coming directly from Hong Kong. Cho Lon which is immediately adjacent to Saigon and is largely Chinese in population presents more of the crowded, congested picture that is associated with oriental cities. From the air and from the ground the countryside around Saigon and most of the way to Long Hai was primarily one big rice paddy, with some small vegetable gardens and several large meandering streams.

e. Burma. On the 18th of November a flight was made to Bangkok from Saigon, and on the 19th it was continued to Rangoon. Arrival in Rangoon was later than originally planned.

Of the places I visited on this entire trip, Rangoon was the most disappointing. The town was dirty, sidewalks were broken, buildings constructed since World War II were aged and dilapidated in appearance. While there was a good deal of activity in the streets during the daytime, it lacked the vigor and bustle of most other cities in the East that I saw. Many Indians and Pakistani were seen in addition to Chinese. One day was spent driving, by car, to Pegu and back. Pegu is a Burmese town about 50 miles northeast of Rangoon and except for some paving in its main street, concrete bridges and telephones, and electric lights, may look just about the way it did in the middle of the last century. As in Vietnam, the country between Rangoon and Pegu is essentially one continuous rice field. The crop was farther along toward harvest than in Vietnam, and the landscape had a brown tone lacking around Saigon.

The unsettled political situation is reflected in the presence of soldiers along the roads, block-houses manned, and the desire of drivers to get off the roads before dusk.

f. Thailand. On 21 November the trip continued by air to Bangkok which had been visited during a one day layover enroute to Rangoon from Saigon. Tours to Bangkok, to the khlongs, to nakhon Pathom, and a two day trip to Chiangmai in the north were accomplished. A two day trip planned for Siem Reap and Angkor Wat in Cambodia, failed to materialize when the border between Thailand and Cambodia was closed as the aircraft was preparing to take off for Cambodia.

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Thailand gave the appearance of being a relatively clean country both in the cities and in the countryside. There were several new buildings in Bangkok such as the new wing of the Oriental Hotel, the Erawan Hotel, and many new private houses, especially in the suburbs and in the vicinity of the United States Embassy. Along all the roads leading out of the city it was common to find small holdings of an acre or so cut out of the rice paddies and a new home being built; the city is spreading out into what was, until recently, solid agricultural land. In addition to the new houses one sees many small factories along the roads. This is a variation from the customary pattern of human occupancy along the streams and canals with little other than agricultural development along the roads.

Northern Thailand presented a marked contrast insofar as the seasonal aspect of the landscape was concerned; the rice was all ripe and much of it was harvested here. Except for differences resulting from its smaller size Chiangmai had many of the characteristics of Bangkok. The terrain in the north is not one continuous plain as in so much of the area around Bangkok, but consists of several large valleys separated by hilly to mountainous land. The valleys are devoted largely to agriculture and contain at least one town of significance. Chiangmai is the major town in its valley, Lampang in its valley, and so on for Chiang Rai, Lamphun, Phrae and others.

No mechanical devices for threshing were seen but gasoline engines were used to lift water from ditches into the fields. Many buses were seen on the roads. Buildings in general were in a fair state of repair and the whole scene was one of general well-being.

g. Malaya. On the 29th of November I flew from Bangkok via Phuket and Songkhla, Thailand to Penang, Malaya. On the 30th of November I flew to Kuala Lumpur and on the 2nd of December to Singapore. A tour around Penang, during the afternoon available, was taken by car with an english-speaking driver. The United States Embassy in Kuala Lumpur arranged a guided tour of a tin mining operation and of a large rubber plantation near Kuala Lumpur. In addition, a chance acquaintance, [REDACTED]

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[REDACTED] took me for a tour of the immediate countryside on the Sunday afternoon I was there.

Malaya is naturally concerned about the world market for tin and rubber as these items are basic in her economy. The current trend toward fragmentation of the rubber estates and the resultant social effects are causing some concern, especially if it should continue. Outwardly Malaya presents a very well ordered and progressive appearance, especially in contrast to Burma which has also been under British control until recently.

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h. Singapore. On the 2nd of December I flew to Singapore from Kuala Lumpur. During my stay there I toured the island, visited Johore Bharu, and spent some time visiting the Geography Department of the University of Malaya.

Singapore presented another study in contrasts with its downtown business center characterized by relatively tall western style buildings, some of them new, and its Chinese quarter with crowded streets and compact living, and its spacious residential areas occupied by wealthier people both oriental and western. As in Hong Kong there has been a significant amount of housing built for low income people especially in the Queenstown area. New industry is appearing along Bukit Timah Road north-west of the town and there is at least one integrated store that could fit into the category of "super market" as we know it here. Singapore's traditional entrepot function is still of great importance although the traffic is not as heavy as usual as a result of world conditions and also due to the restrictions on trade with Indonesia. The sawing of logs into lumber is an outwardly important activity, too, and numerous trucks were seen entering Singapore via the causeway from Johore each carrying three or more large logs for saw mills in Singapore.

i. Indonesia. On the 5th of December, after a 15 hour delay in take-off, I flew to Djakarta. There was no hotel space for me in spite of reservations and advance payment so I stayed with a United States Embassy officer who had extra space. The next day was spent, in part, investigating Djakarta and later in the day traveling by train to Bandung. This trip took about six and a half hours instead of three, but it gave me a good chance to be with Indonesians outside of a large city and it was valuable.

One day was spent in and around Bandung and on the following day I returned to Djakarta by automobile. This part of the trip, taken somewhat leisurely, gave me a good look at the details of the countryside between Bandung and Djakarta. While in Indonesia I had the opportunity to visit with two different Indonesians in their homes, and this was of great interest and value to me. In talking with an American who is a consultant to the Government of Indonesia on education, I learned that the government is placing great stress on education in order to produce a corps of Indonesians capable of running their own country. They feel that the Dutch did not leave them a trained group that could take over the reins, as the British did in India and Malaya, and that is one of their most important projects at the present time. Several groups of armed soldiers were seen during the parts of three days I was in Indonesia, and in two instances in hilly sections they were going through houses along the roads, as though searching.

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j. The Philippines. On the 9th of December I moved on to Manila where I stayed until the 14th. During this time I had a tour of the city, a trip to Baguio by car, another to the south to Tagaytay, and another to Tagasanjan east of Laguna de Bay east of Manila.

My experience in the island of Luzon gave me a good cross section of that part of the country and I was able to gain a good idea of the various conditions existing there. I saw sugar being harvested, the only time I had seen it in the East. As in most other countries I visited, rice was also being harvested and threshing on a cooperative basis was in progress in many locations. The visit to Pagsanjan was my first experience in a copra producing area. The trip to Baguio took me through not only varied agricultural areas but gave a contrasting picture of terrain and climate, vegetation and people.

k. Hawaii. On the 14th of December I flew from Manila via Guam, and Wake to Honolulu, arriving there on the morning of the 15th, after flying from Sunday to Monday back to Sunday and finally landing at Honolulu on Monday morning.

I had stopped in Honolulu on the 16th of October enroute to Japan and had been given a trip around the town and the southeastern part of Oahu through the courtesy of a friend at the University of Hawaii. On the return trip I was given more of a trip into the sugar and pineapple producing areas and covered other aspects that had not been covered before. While in Honolulu I was invited to speak to members and students of the Department of Geography of the University regarding job opportunities in Government. In addition the class in Cartography was given a description of the function of Geographers in cartographic positions in Government.

2. General Impressions

This trip was too hurried to permit the drawing of conclusions. It did serve to confirm many of the ideas that I had concerning the area after having worked with it for an extended period of time and several impressions were gained.

a. Urban Spreading. The encroachment of the large cities on the countryside was observed and was reminiscent of the encroachment of American cities upon the surrounding countryside.

b. Use of Machines. While hand labor is still much in use and will continue for some time it is apparent that the people in this area are taking on the use of simple as well as complex machines wherever they are practical and obtainable.

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c. Attitude Toward Foreigners. Nowhere in my travel did I find any expression of hostility toward me either as a foreigner or an American. The contacts I had with indigenous persons were pleasant and normal in all respects, there being no sense of either superiority or inferiority at any time. There were instances when people invited conversation with me both out of a desire to be friendly and a desire to practice their English.